



San Ysidro - Tijuana LPOE transition fact sheet



THE SAN YSIDRO – TIJUANA BORDER:

The U.S. – Mexican border along San Ysidro and Tijuana is the busiest land border crossing in the Western Hemisphere, where thousands of people pass each day. The smooth flow of goods and people plays a key role in binational commerce. However, the existing infrastructure, built in the 1970s, now requires extensive expansion to accommodate existing and future traffic. To match that growth and better meet the traveling public's evolving needs, both nations are working closely to execute coordinated expansion, realignment and construction projects at their respective facilities.

STATUS OF U.S. AND MEXICAN PROJECTS:

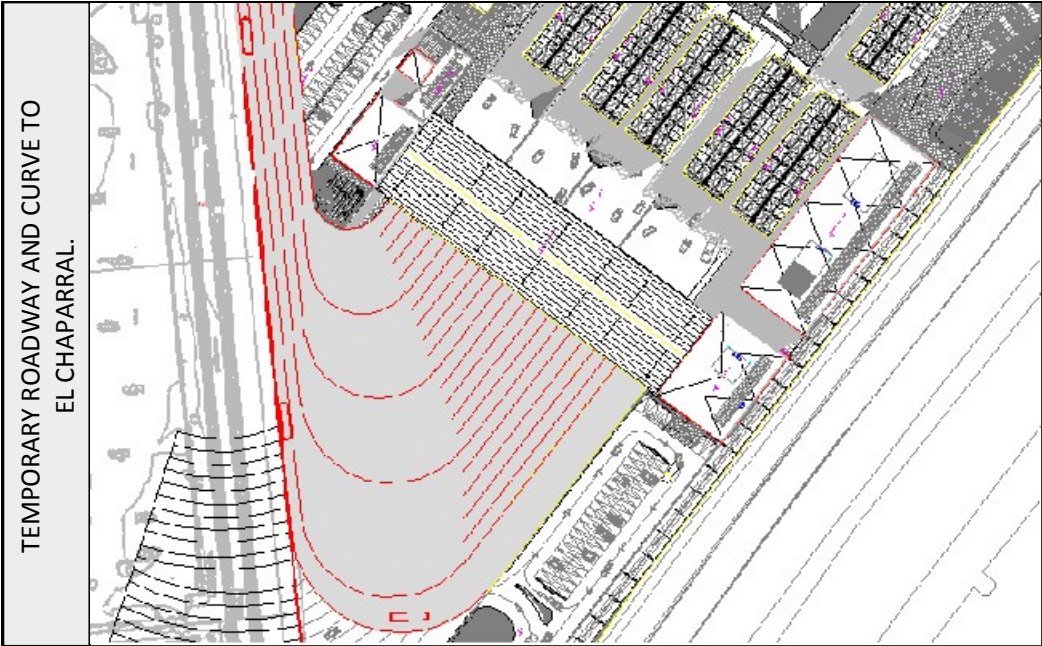
Currently, the San Ysidro Land Port of Entry (LPOE) is undergoing a major expansion project which will increase the number of northbound inspection booths to 63 spread over 34 lanes and relocate the existing pedestrian crossing to the east side of the port. The U.S. project consists of three phases. Currently underway, Phase 1 includes a major expansion of northbound inspection lanes for privately owned vehicles (POVs). Once funded, Phases 2 and 3 will include improvements to northbound pedestrian processing, and the realignment of Interstate 5 to the new southbound station at the site of the former cargo border crossing known as El Chaparral. Mexico is planning to complete construction at their facility and start operations by November 1, 2012. Consequently, all southbound operations at the current inspection station at Puerta Mexico, will be permanently relocated to the newly expanded port at El Chaparral. Once operational, it will significantly increase total southbound POV processing capacity from 8 inspection lanes to 22.

THE I-5 AND TEMPORARY CONNECTION TO EL CHAPARRAL:

Pending congressional approval to construct Phase 3 of the U.S. project and realign the I-5 freeway to connect to El Chaparral, American government agencies have been working closely with their Mexican counterparts to develop a plan for a temporary connection that would have the least impact on southbound traffic flow. According to the most recent traffic studies by the U.S. General Services Administration (GSA) and Mexico's Secretaría de Comunicaciones y Transportes (SCT), the newly constructed Mexican inspection facilities at El Chaparral will significantly improve overall capacity over the existing conditions in Puerta Mexico. Additionally, both countries expect reduced southbound wait times during peak travel hours.

As illustrated in the diagram on the reverse side, the traveling public can expect new traffic patterns for southbound POV and pedestrians crossing the border to Tijuana. Drivers will still utilize the I-5 freeway, but will notice that the lanes have been reconfigured to taper from six lanes to five after the Camino de la Plaza on-ramp. Furthermore, as drivers approach the international border, they will follow a curve which routes southbound I-5 POV traffic to El Chaparral via a temporary roadway which will have four POV lanes plus a dedicated lane for busses and other large vehicles located on the inside lane. The temporary connection project in the US will include posted signs and other traffic calming measures to reduce vehicular speed at the curve to a safe level. As a result of the new POV traffic patterns, southbound pedestrians will be encouraged to use the new pedestrian crossing on the east side of the port starting September 24, 2012 as the pedestrian crossing at the existing location on the west side will be permanently closed on September 27, 2012.

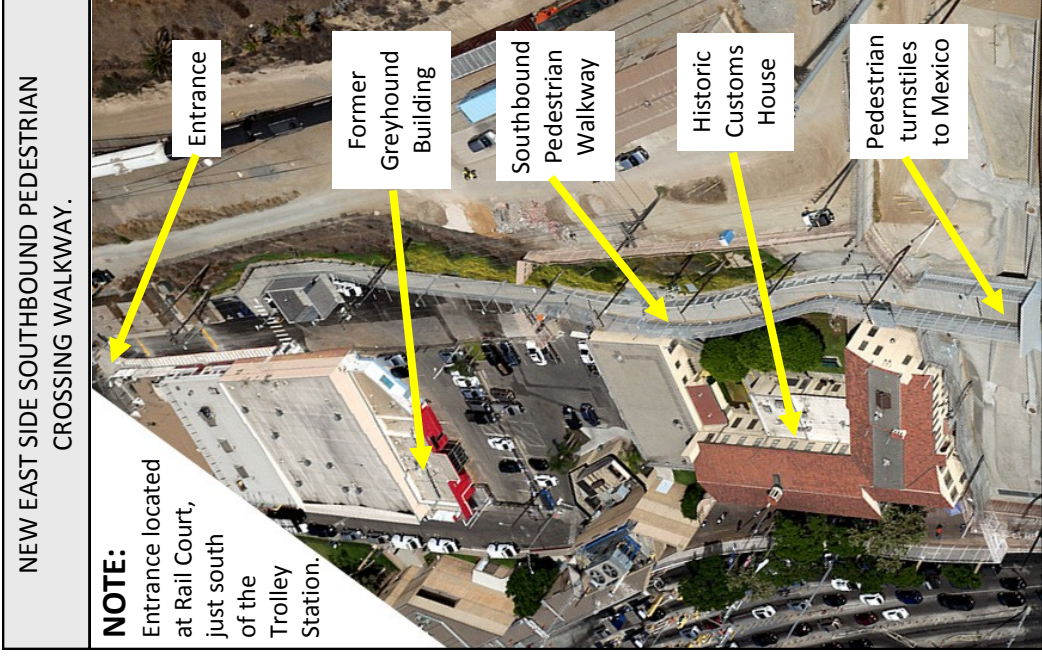
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TEMPORARY ROADWAY AND CURVE TO EL CHAPARRAL.



TRANSITIONAL CURVE CONNECTING INTERSTATE 5 TO THE TEMPORARY ROADWAY TO EL CHAPARRAL.



NEW EAST SIDE SOUTHBOUND PEDESTRIAN CROSSING WALKWAY.

NOTE:
Entrance located at Rail Court, just south of the Trolley Station.

WHAT WILL POV AND PEDESTRIAN CROSSING LOOK LIKE ON NOVEMBER 1, 2012?

When El Chaparral opens and operations are shifted from Puerta Mexico, the traveling public can expect new traffic patterns for southbound privately owned vehicles (POVs) and pedestrians crossing the border to Tijuana. Driving southbound to Tijuana, drivers will still utilize the Interstate 5 south freeway and as they approach the international border line the number of lanes will taper off from six to five. At which point, they will follow a curve and make a right turn west towards El Chaparral via a temporary roadway on Avenida Internacional. As they near El Chaparral, the number of lanes will increase from five to twenty-two. As a result of the new southbound POV traffic patterns, all pedestrians will need to use the newly constructed crossing on the east side of the port. Northbound POV and pedestrian crossing into San Ysidro will remain unchanged.